

50X1-HUM

Rail, Road, River, Sea, and Air Communications (Hungary)

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I. Budget for Communications

Following are extracts

on the subject of expenditures planned for 1949 for ground, river, and air communications.

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Points to be noted particularly:

1. The budget as a whole is appreciably more significant than that of the preceding year. The largest expenditures are no longer designated for bridges, but for road improvement, particularly in eastern Hungary, where up to the present time only the reconstruction of the railroad has been actively emphasized.

The road construction makes evident the current concern to increase the numbers and the flexibility of the junctions between Hungary and eastern Europe, especially in the northeastern sector of the country.

2. Considerable expenditures have been assigned for popular aviation: 10,909,000 forints for the OMRE Association, which also benefits from subsidies from the Presidency of the Council. This Association, as has already been reported, is to serve as preparatory school for Hungarian Army and Air Force pilots, whose resources at present are very limited.

3. Under the heading of telecommunications, new telephone exchanges 135-kilowatt are to be set up in Budapest and a new radio transmitter is to be built at Lakynegy (near Budapest).

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Budget of Hungary

Group 4

Communications

Chapter 1. Minister of Communications

Chapter 2. Post, telegraph, telephone.

Chapter 3. National railroads (MAV).

General Considerations

In the introduction to the budget the Minister of Communications makes the following observations:

The work of reconstruction, the development necessary to satisfy the needs and the economic interests, will be continued. The construction of bridges and roads and their maintenance will continue as in the past. Automobile, river and air traffic will be developed.

The nationalization of ~~superhighway~~ ^{county} roads has been decided on, as well as of the narrow-gauge railroads. A National Institute for Automotive Science and a National Institute for Construction and Planning will be created. Touring will be developed.

Here are a few pieces of information on matters within the sphere of activity of the Ministry of Communications:

11,200,000 forints are planned for the repair and maintenance of bridges; 16,000,000 forints for raising the wreckage of demolished bridges.

Of the 11,200,000 forints designated for existing bridges, 9,400,000 ^{provincial} are to be for maintenance of/bridges and 1,800,000 for bridges in Budapest and for the tunnel.

Of the 16,000,000 forints designated for raising wreckage, 9,500,000 will be used on the provincial level and 6,500,000 in Budapest.

There are about 4,000 ⁵ tons of wreckage to be raised in Budapest and 4,000 throughout the country. The work outside Budapest will be undertaken at the bridges of Esztergom, Dunafoldvar, Baja, and Balsa on the Tisza.

So far as roads are concerned, it should be noted that the former system, ~~now~~ whereby road matters were within the jurisdiction of the autonomies, was complicated. It is therefore indispensable that all roads be nationalized.

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Another reason in favor of nationalisation is that neither the counties nor the towns throughout the country are able to maintain the roads or to construct and maintain bridges with their budgets. However, the taking over of the roads under state administration will be done progressively, and to the extent to which the national income is increased. In 1949, 4,130 km of roads will be nationalised; in 1950, 1951, and 1952, 5,000 km each; in 1953, 6200 km. The nationalisation will be effected in accordance with the importance of the roads. The roads which are of no interest and the village streets will remain the property of the communities.

The present length of nationalized roads is 4,847 km. This figure will be 9,114 km by the end of 1949.

The sum of 65,096,000 forints is planned for the maintenance of this road network. This amount is considerably higher than that for the past year. It will permit, first of all, the maintenance of concrete roads and will also make it possible to resurface 514 km with macadam and to repair roads which have deteriorated in certain sectors. This amount also covers the purchase of 185,000 cubic meters of road materials.

The principal resurfacing projects planned for 1949 are: National Highway No. 2, Budapest - Balassagyarmat - Kosice; National Highway No. 3, Budapest - Miskolc - Kosice; National Highway No. 4, Budapest - Puspokladany - Ungvar; National Highway No. 23, Miskolc - Putnok; National Highway No. 25, Szecheny - Zagyvaralfalva; National Highway No. 36, Miskolc - Debrecen; National Highway No. 40, Kecskemet - Bekescsaba; National Highway No. 43, Debrecen - Szeged; National Highway No. 47, Debrecen - Beregszasz; National Highway No. 51, Budapest - Ujvidek; National Highway No. 54, Szeged - Bataszek; National Highway No. 62, Szekesfehervar - Szekszard; National Highway No. 65, Dombovar - Nagykanizsa; National Highway No. 67, Pecs - Mohacs; National Highway No. 81, Gyor - Szekesfehervar; National Highway No. 85, Gyor - Veszprem.

With a view to assuring greater safety for road traffic, a National Institute for Automotive Science will be created for training drivers for motor vehicles, and courses will also be held throughout the country. Advanced training courses and courses for garage attendants and mechanics

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are planned.

In order to prevent the anomalies which occur in the sale of automobiles, all vehicles will have to undergo ~~a check~~ ^{an inspection} which will compel drivers to put their vehicles into such condition that they can be driven without danger. This ~~check~~ ^{inspection} will prevent vehicles from being driven which may present a good appearance but which are no longer any good so far as their engines are concerned, and it will also prevent sale of such vehicles.

The communications budget plans to ~~check~~ ^{inspect} the 8,500 vehicles belonging to public services, and also includes the amounts necessary for their maintenance and repair.

The ~~existing~~ ^{new} institute for automobiles will be restored and its supplies augmented, and it will thus be able to ~~function~~ ^{conduct} research to attain a reduction in the maintenance ~~costs~~ ^{expenses} for automobiles.

The Automobile Club of the Republic and the Motorcycle Sport Association will receive assistance from the state in order to be able to make the effort necessary to transform them into popular associations, in order to be able to take part in events abroad and to invite foreign sports enthusiasts to Hungary.

Decree 6590/1948 placed touring under the ~~administration~~ ^{administration} of the Ministry of Communications, and as a result of this fact, the Ministry has suppressed the National Hungarian Touring Bureau.

The Ministry has delegated all activities related to touring to the IBUSZ Touring Society, which has been transformed into a ~~national society~~ ^{national society}, and since these activities do not produce any income, the Ministry's budget includes amounts necessary for the Society's activities.

The Ministry of Communications also controls the hotels, and the Ministry will make every effort to assure the solvency of these hotels, the creation of a central establishment for the hotel industry, and the raising of standards for these enterprises.

The Ministry also has all questions relating to publicity under its jurisdiction.

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By ~~the~~ decree of 9600/1948 the Ministry has taken over all matters pertaining to shipments of goods. It has created the ^{State Enterprise} ~~National Society~~ for Shipments, which holds a monopoly of all shipments by the ^{State Enterprise} ~~national societies~~. A ^{State Enterprise} ~~National Society~~ for the control of vehicle registrations will be created during the course of the year to complement the activity of the ^{Enterprise} ~~Society~~ for Shipments.

Last year's budget included a figure for civil aviation which was appreciably higher than that of ~~the~~ 1938. The results have been excellent, and a number of lines are at present under operation, not only with neighboring countries, but also between Budapest and the other towns within Hungary. Safety installations, meteorological installations, etc. will be developed still further so that traffic can be intensified even more in 1949.

The Ministry of Communications considers it necessary to continue in the future the aid granted to the Hungarian-Soviet ~~Society~~ for Civil Aviation, MASZOVIENT, to assure the smooth functioning of its activities. In 1949 a considerable sum will be allotted for the development of aviation as a sport. With a view to transforming aviation into a popular sport accessible to all the laboring classes, the Hungarian National Association for Aviation (OMRE) will receive substantial assistance for technical instruction in aviation and will be provided with a sufficient number of ^{four} ~~motor~~ aircraft, gliders, other equipment, hangars, and ~~field~~ fields to permit the instruction of pilots and their advanced training.

At present there is direct air ^{communication} ~~liaison~~ between Budapest and Prague, Warsaw, Belgrade, and Moscow, and by transferring, with the whole world. There are direct lines to Zürich, Amsterdam, and Venice. As the need arises, special lines are established with all the large cities of Europe.

The river routes are trying to develop more and more, thus relieving the railroads. The fleet of river vessels has been increased by refloating vessels sunk ~~by~~ during the war and putting them back in service. The majority of freight shipments are ^{as} handled by the Hungarian-Soviet Navigation ^{Company} ~~Society~~, which has succeeded in obtaining control over the distribution of all inland water shipments. Freighters regularly run between Vienna ~~and~~ and

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Budapest and the Danube delta. Connections are made by sea-going river craft with the Black Sea ports and the Mediterranean ports in the Near East.

Sizable credits have been allotted for the maintenance of the ~~National~~ Society for the Control of the Free Port.

The Ministry's budget provides considerable sums for the repair, construction, and development of the narrow-gauge railroad lines placed under the administration of the Directorate of Narrow-Gauge Railroads. It is indispensable that the new beneficiaries of the agrarian reform be linked with the general traffic network by the narrow-gauge lines.

During the course of present operations 1,100 kms of lines will be repaired.

The details of the plans necessary for the construction of public services, for technical installations in the postal, telegraph, and telephone services, will be worked out in the future in the Institute for Construction and the Preparation of Plans.

Budgetary provisions for ~~the~~ projects under the jurisdiction of the Ministry of Communications are not all included under this heading; some are included in the Post, Telegraph, and Telephone budget and the National Railroads budget, while others are included within the framework of investments under the ~~Plan~~ Plan.

The provisions of the Plan for reconstruction of bridges in 1949 ~~the~~ amount to ~~amount to~~ 82,800,000 forints; for the construction of new bridges, 23,000,000 forints; for the construction of roads, 48,000,000 forints; for the construction of parish roads, 41,000 forints; for the development of automobile traffic, 45,000,000 forints; and for air traffic, 23,854,000 forints.

The amount planned for bridges will be used for the completion of the Lane bridge and the Arpad bridge in Budapest and for various bridges throughout the country. The funds reserved for the construction of roads will permit the construction, among others, of 326 kms of parish roads in 109 communes.

The amounts planned for air traffic will permit the reconstruction of the Ferihegy airfield and the ~~installation~~ setting up of radio and technical installations.

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tions there, with the aim of putting the airfield back into service in the spring of 1950.

The budgets of the National Railroads and of the Post, Telegraph, and Telephone form two other headings distinct from this present budget.

Total Expenditures of the
Ministry of Communications

	Planned for 1949 (in forints)			
	Ordinary Expenses	Transitory Expenses	Extraordinary Expenses	Total
Ministry	6,152,000	-	254,000	6,386,500
National roads	95,130,600	168,000	90,000	95,388,600
Bridges in Budapest	1,822,400	6,500,000	1,000	8,332,400
Bridges elsewhere in the country	9,400,000	9,508,000	-	18,908,000
Narrow-gauge railroads	826,900	-	70,000	896,900
Road and automobile traffic	6,068,500	-	107,000	6,175,500
<i>Inspection</i> Checks of automobiles	834,600	-	-	834,600
Automobile experimental institute	107,100	-	12,000	119,100
Navigation	97,300	5,000	-	102,300
Free port	2,630,100	-	33,000	2,663,100
Civil aviation	1,140,600	12,509,000	76,000	13,725,600
Meteorology	552,100	-	59,000	611,100
Institute for Construc- tion and Plans	6,387,100	-	283,200	6,670,300
Touring	1,730,000	-	-	1,730,000
Total	132,859,800	28,682,000	994,200	162,536,000

Receipts Planned for the Ministry of Communications - Total 58,109,000 forints.

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Free port: The budget provides for maintenance costs for the free port of Budapest rented to the Hungarian-Soviet Navigation ~~Society~~^{Company}, MESZHART. During tenure the Hungarian government is committed to provide for the maintenance of the port and for port equipment. The total expenses amount to 2,663,000 forints. Planned receipts, deriving from the sum paid by MESZHART for the rental of the port, amounts to 971,200 forints.

Civil aviation: This sub-heading in the budget includes the maintenance of civilian airfields and their installations and also expenditures for personnel and materials for the organs charged with the administration and control of civil aviation. Included under this heading are the directorate of the Budapest airfields (Budabrs - Budapest) and the ~~management~~^{management} organs attached to them, i.e., the management of the civilian airfields of Budapest - Ferihegy, Győr, Szombathely, Pécs, Szeged, Debrecen, Miskolc.

The principal items of expenditure under this heading are:

Expenditures for regular personnel: 311,700 forints.

Maintenance expenditures (80,000 for a courier aircraft and 220,000 for maintenance of the fields), total: 300,000 forints.

State assistance to the MASZOVLET: 1,600,000 forints.

Assistance to the OMNE: 10,909,000 forints, to enable the OMNE to develop aviation and glider flying, which are designated to become popular sports.

Meteorological services: Expenditures for personnel and materials for the meteorological service set up to increase the safety of air transport. This service, through its observation network within the country and coordination of its information with that from foreign services, will assure regular service for the airfields.

Touring: Costs of tourist propaganda: 1,256,000. The propaganda is indispensable not only from the point of view of touring but also from the political point of view, since it makes known in foreign countries the results obtained by Hungary in the field of reconstruction and thereby draws world sympathy to the Hungarian People's Democracy.

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Chapter 2 -- Post, Telegraph, Telephone

The receipts of the Post, Telegraph, and Telephone have been estimated at 444,000,000 forints for 1949, that is, 55,280,000 more than for 1947/48. This excess of receipts is based on the increase in telephone subscriptions through the reconstruction of the exchanges of Teres, Jozsef, and Kristina, by the sale of the popular new radio apparatus, and by the elimination of ~~xxx~~ radio listeners who have not paid for the privilege. Expenditures amount to 413,731,000 forints, or 43,011,000 forints more than in 1947/48. This increase ~~xxxxxxxxxxxx~~ is due to the increase in traffic, in salaries, and in pensions.

The projects planned for 1949 are the reconstruction of three important telephone exchanges, the putting into service of the second ^{135-kilowatt} ~~radio~~ radio transmitter, the setting up of post offices in 180 communes.

The investments provided for in the Plan for Post, Telegraph, and Telephone are listed under the heading of the Plan.

Chapter 3 -- National Railroads (MAV)

	Planned for 1949
Ordinary expenditures	1,576,945,000
Extraordinary expenditures	207,188,000
Total expenditures	1,784,133,000
Receipts	1,827,754,000 1,827,754,000
Excess of receipts	43,621,000 forints.

War damage to the railroads is still a very appreciable item in the 1949 budget. This may be seen from the fact that for an equivalent performance the items of expenditure are much higher than in 1938 because of the shortage of materials.

However, these expenditures are less in comparison with 1947/48 in the matter of the extent of reconstruction.

The anticipated performance of the MAV for 1949 is as follows:

For a network of 8,107 km the planned performance is:

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42,390,000 train kilometers
 14,744,625 ton-kilometers, mixed
 16,162,500 axle-kilometers per 100 cars
 4,350,000,000 net ton-kilometers.

The items for receipts and expenditures in the present budget ~~xxx~~ show an increase in comparison with the preceding budget. To ~~be~~ attain the performance shown above, expenditures are estimated at 1,727,778,000 forints. Receipts from charges and other sources are estimated at 1,762,792,000 forints, or an excess of receipts of 35,015,000 forints.

The principal items of expenditure in the MAV budget are:

Ordinary expenditures

MAV pensions	196,865,000 forints
Personnel expenditures	373,433,000
Permanent indemnities	63,091,000
Transitory indemnities	11,587,000
Salaries for seasonal employees	29,932,000
Travel expenses and moving costs	32,000,000
Work clothes, uniforms	34,500,000
Maintenance of rolling stock and roadbeds	51,112,000
Purchase of raw materials	178,579,000
for superstructures	21,500,000
maintenance of stations	10,757,000
materials for motive power	16,790,000
materials for repair workshops	96,615,000
Gasoline and fuels	213,650,000
Public charges	151,500,000

Extraordinary expenditures

Maintenance of materials	37,280,000
Purchase of raw materials	130,682,000

Highway Transport
 MAV ~~road shipments~~
 The MAVAUT Society, which handles the MAV ~~road shipments~~ *highway transport*, at present covers 7,608 km with 198 autobuses, 50 of which are trucks with seats.

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The shipment of goods is handled with 204 trucks. During the course of 1949, the MAVAUT park will be increased by 11 rebuilt buses and ~~35~~ the purchase of 55 buses.

The plans for 1949 are as follows:

Transport of passengers	12,740,000 km
Transport of goods	3,650,000 km
Total	16,380,000 km.

Anticipated expenses are 56,345,000 forints, anticipated receipts 64,962,000 forints, or an excess of receipts of 8,617,000 forints.

II. Maritime Traffic

The following vessels are in service at present: the "Budapest", the "Szeged", the "Debrecen", and the "Tisza". Their regular route is as follows: Budapest - Braila - Constantza - Istambul - Izmir - Alexandria - Port Said - Jaffa - Haifa.

Deliveries to Russia under the heading of reparations and other shipments destined for the USSR are generally shipped ~~through~~ to Braila and taken over and shipped the rest of the way by Soviet ships. Hungarian ships are very rarely admitted to Soviet waters, at Odessa, Keres, or Rostov, but when that does occur the Soviet control is very strict; no one is permitted to set foot on Soviet soil.

At present Hungary is delivering a great deal to Israel, especially installations for mills, agricultural machinery, machine tools, bath tubs. It is possible that Hungary is also delivering arms and ammunition secretly.

She is delivering machinery and laminated ~~iron~~ sheet iron to Turkey and Egypt. The vessels bring back rubber and tannin from Turkey, cotton, spices and crude rubber from Egypt.

III. Hungarian Industrial Establishments

E. MAVAG - Budapest. Director: Sandor Jodal; chief engineer: Laszlo Bors; deputy director: Dessó Boris.

The following are manufactured and repaired:

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Locomotives, cars, tractors, trolleys and buses, pumps, threshing machines, sheet metal, sheet metal for boilers.

Monthly production: 50 tractors (type F 20), 20 locomotives, 44 trolley buses. During the past year 17 trolley buses were produced in August, 20 in September, 34 in October, and 40 in November.

The shop in which sheet metal and sheet metal for boilers are produced was built in November; it possesses a ~~xx~~/crane, ~~xxxx~~ 150/30 m. Previously the locomotive section made the boiler plate, which hindered production. The construction of the shop for the manufacture of plates ^{locomotive} has permitted monthly production to be increased by 20 units. The manufacture of tractors will soon be suspended in this factory. Only those now under construction will be completed. After that the Hofer factory will be responsible for their manufacture. The factory receives all its raw materials from the former "Rina" factories, with the exception of air brakes for the railroad, which come from the telephone factory [sig].

2. MAVAG at Diosgyőr

Sections: Locomotives, cars, sections for bridges, bicycles, spare parts for locomotives.

At present this factory has three smelting furnaces; the two old ones weigh 2,000 tons, the third one, a new one, only 50 tons. The latter was constructed in the fall of 1948, according to the most modern methods, and it also permits the production of ferromanganese; ~~mineral~~ from ~~slag~~ the slag of the ~~min~~ ore used produces cement and bauxite of good quality, obtained by a milling process.

The preliminary work on the manufacture of the new locomotive type 303 was started in the fall of 1948, but the first locomotives of this type will not be ready until the summer of 1949. They will weigh 188 tons, will be 25.5 meters in length, and will have a speed (without load) of 150 kilometers per hour. At present 14 locomotives are assembled per month, but still of the type 303. ^[sig] Monthly production will shortly be 20 units, when the new workshop for boiler plates begins to operate.

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This shop will have the dimensions of 150meters x 30 meters, and will be equipped with a traveling crane. At present the boiler plates are still being made in the locomotive shop, which prejudices production.

3. Hoffer ~~Factory~~ Schrunts

This factory is equipped only for the manufacture of tractors. During the course of the first year of the three-year plan 600 were produced, but a production of 2,500 tractors is planned for 1949.

4. LAMPART Factory

exploitation
Director: Istvan ~~Marcot~~ Marcoti; president of the commission of the factory: Laszlo Koszta; director of the raw material depot: Lajos Mezzeron; director of the hydraulic press shop: Janos Selymes; enamel ~~for~~ shop: Georg Kaufmann.

The factory includes the following sections: enamel utensils, bathtubs.

Manufacture is coordinated with the Manfred Weiss shops for ~~the~~ the manufacture of utensils and with the Budafok factory. For this year the plan anticipates 120,000 kilograms of enamel utensils and bathtubs.

5. Gans Electrical Appliance Factory

Director of the construction workshops: Andor Mandy; employees: 895; production capacity: 12,000 electric motors per year.

6. Gans Locomotive and Car Factory

Director of the car manufacturing shops: Lajos Maties; number of employees: 6,000; hours of work per week: 48; night work has been cut down.

A Russian commission consisting of three members controls the factory.

Sections:

Cars, freight cars, tank cars, foundry for iron and steel, milling machines, machinery for ships, lathe shop, locomotive section, forge.

Monthly production: 45 freight cars, 15 cars. During 1945, 1946, 1947, and 1948, 1,000 freight cars were produced. In 1948 an increase

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in production was ~~recorded~~ recorded and also the employment of 1,000 new workers. Thus the new assembly shop was able to function in October 1948. This new shop is 100 meters in length and 30 meters in width. It has ten pairs of tracks, ^{and} a traveling crane which permits assembly-line production. In December 1948 a second assembly shop was built for self-propelled cars.

The following are being delivered to the Russians under the heading of reparations (raw materials primarily of Russian origin): Freight cars of sheet steel, 40 tons capacity (tare weight 23 tons), for wide gauge. Self-propelled cars with electric or diesel drive (10/15 tons) are being delivered to Yugoslavia under the heading of reparations.

The wheel factory has become autonomous within the framework of the car and machinery factory. Wheels for locomotives and cars are manufactured here. Number of employees: 700.

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